

Titleville Morning Herald.
Titleville, Saturday, July 6, 1867.

REMARKABLE MATTER ON EVERY PAGE.

Varities.

There is a change in the Time Table of the Farmers' Railroad. See fourth column on fourth page.

A Catholic paper published in Buffalo states that Bishop Doane, of Cincinnati, is to be the next Bishop of Buffalo.

We are informed that nearly 9,000 tickets have been sold for the gift concert of Rev. Nap. Mignott. It will take place in August.

Our national product of bullion is now about \$100,000,000 per annum—\$20,000,000 from placer or gulch gold diggings, and \$80,000,000 from quartz mining.

The plentiful showers for two days have proved a great relief to parched vegetation. The rain was greatly needed and its effects will be immediately beneficial.

The best trotting time at the race course on Thursday, was for the horses, 1:29; boys, 1:50. The boys would have made better time swinging round the circle, if the track had been in better condition.

A large congregation witnessed the administration of the rite of Confirmation at St. James' Memorial Church last evening. Twelve candidates were admitted. The sermon was preached by Bishop Kerfoot.

The quantity of strawberries retailed and consumed in Buffalo in the past three weeks is estimated at 345,000 quarts, or 10,000 bushels. The average price paid per quart was nine cents, amounting to \$31,104.

The Pittsburgh Post, a Democratic paper, advises its party to disband and vote for Gen. Grant; in case he is nominated by the Republicans, thus admitting the hopelessness of making head against such a candidate for the Presidency.

Prof. Thurston made a balloon ascension at Meadville on Thursday, and alighted safely in a pine tree at Hydesdown about six o'clock the same evening. The balloon was afterwards safely packed and with its owner transported back to Meadville.

Street Superintendent Goodwin has finished the construction of an excellent bridge over Church Run on Brook street. This re-opens a public highway which has been closed since the spring of 1866, when the old bridge was swept away by a freshet.

The improvement of Pine street, below the Critchdown, has commenced and is progressing favorably. If planked it can be rendered durable, but if only rounded off in turpentine form without gravel roadbed, it will be in an equally bad condition a year hence.

The citizens of Spartanburg had a pleasant gathering in their school house on the 4th. The Declaration of Independence was read and prayer was offered, after which tables were spread with refreshments, toasts were read, responses were made, and the affair passed off very agreeably to all concerned.

A Mr. Kellogg delivered an oration to the Firemen in Abbott's Grove on Thursday, and those who listened to him were highly edified. Mr. Kellogg is an "epitaphic medium," and is considered the representative of the real original Red Jacket, in his etherealistic plumes and war point.

The Tidouste Journal tells a story of a dying man at whose request a dance was held the night previous to his decease, in the building which he occupied, for the purpose of raising funds to pay for a "decent funeral." The receipts were \$206. "Glory be to God!" said the dying man, "now I'll have a decent burying, and the children can ride in a hack."

The burnt cork-bogus-nigger-concert business is played out in every decent community, and able-bodied men ought to find more respectable occupation. Grinding organs and monkeys are tolerable when compared with most of the fourth class professionals who are trying to sponge a living by retailing stale jokes and vulgar witticisms in the beguile of counterfeited negroes.

A. M. Burke and S. Wright, colored men, residing in Cleveland, have received a patent on a plan for making a better quality, and improving the fine test of petroleum oil. Mr. Burke is the owner of a refinery, and Mr. Wright is the manager. Both have spent considerable time in perfecting the plan, and if their "great expectations" are realized, they will be lucky indeed.

An individual named John Long applied to the Mayor of Harrisburg, a few days ago, for power to secure possession of his wife. It transpired that Long had been serving the State four years in the Penitentiary for robbery, and his wife hearing that he had died in prison, married a second time and was content to remain with her second husband. The Mayor decided that John had disfranchised himself by his four years' service as a felon.

Maximilian's Execution.

It is now rendered certain by official information that Maximilian was shot on the 19th ult. Miramon and Mejia (Mexican generals) were executed at the same time, but they were first reduced to the ranks, and were shot in the back. Maximilian was shot "fired to the front." His last words were "Poor Carlotta!" (his wife who is said to be insane in Europe). The Mexicans rejoiced over the event, while foreigners were "horror-stricken." The execution was performed in obedience to the decision of a council of war. Baron Magnus, the Prussian Minister in Mexico, telegraphed to Juarez, protesting against the threatened execution of Maximilian, but without avail. His messages concluded as follows: "In the name of humanity and of honor I adjure you to order that their lives be not taken; and I again repeat that I am certain that my sovereign, His Majesty, the King of Prussia, and all the crowned heads of Europe, by the ties of blood and kindred to the prince prisoner—his brother, the Emperor of Austria; his cousin, the Queen of the British dominions; his brother-in-law, the King of the Belgians, and also his cousin, the Queen of Spain and the Kings of Italy and Sweden, will readily agree to give His Excellency, Senor Don Benito Juarez, all security that none of the prisoners shall again trend on Mexican soil."

It is not known what disposition has been made of Maximilian's body. The tragic end of this member of the royal house of Hapsburg has caused a profound sensation in the court circles of Europe, and may possibly result in something more than wordy ebullitions of indignation. Juarez may find that he has made a serious mistake in statecraft, and it is believed that, in any future trouble he may get into, in consequence of this act, he will not receive much sympathy from either the government or the people of the United States. The general tone of the American press, on the subject of this tragic act, indicates disgust and horror on the part of our people, few of whom believe that Mexico can fare better under the government of Juarez (who is not its lawful President) than it might have fared under that of Maximilian. There is nothing in the history of either Juarez or Mexico that promises well for the future of that country, and it is difficult to see wherein it, the cause of liberty, or any really good cause on earth, has gained anything by the execution of Maximilian, at the hands of a savage scoundrel without any legal authority.

Proceedings of the Common Council—Wednesday Evening, July 3, 1867.

Present—Messrs. Fletcher, Gustaf, Hobart, Abbott, Berman, McCrean and Goodwin.

Absent—Mr. Reed.

Minutes of last meeting read and approved.

The bill of Bryan, Dillingham & Co., \$10.05, for repairing engines, &c., was, on motion of Mr. McCrean, seconded by Mr. Goodwin, referred to the Fire Committee.

On motion of Mr. McCrean, seconded by Mr. Berman, an order for \$50 was granted to the Fire Committee for paying Brown's Silver Cornet Band for services on July 4th, 1867.

The following bills were ordered paid:

George Gustaf, \$29, for services as Clerk of Election, March 15th, 1867, and for work on bridge over Hammond Run.

A. McDonald, \$30, for work on Pine, Monroe and Brook streets.

B. C. & C. S. Clark, \$3.30, for two quarts of Sweet Oil.

John Benz, \$3, for doing plow and scaper.

A. Good, Myers & Pusey, \$29.65, for work for Fire Department.

L. F. Porter, \$4, for two days work on highway.

George McGilby, \$7, for three days work on highway.

George Moody, \$21.50, for work with team on highway.

T. Miller, \$16, for eight days work on highway.

R. L. Holst, \$11.75, for money paid for use of Fire Department.

L. F. Porter, \$4, for two days work on highway.

J. K. Weber, \$1.40, for filing saws.

S. P. Scoville, \$3, for eleven and a half days assisting property, and for book, paper, &c.

L. P. Scoville, \$9, for saving as Judge of Election in 1866, and Inspector in 1867.

A communication from H. H. Hunt, agent, was read, complaining of a nuisance in the rear of the wooden building adjoining Cornish Hall, and asking that said nuisance be abated.

On motion of Mr. McCrean, seconded by Mr. Abbott, the communication was ordered placed on file, and the matter referred to the Chief of Police with instructions to have the nuisance abated forthwith.

Mr. Goodwin of the Street Committee reported that they have finished Brook Street and are now at work on Pine Street. He also reported on the petition referred to the Street Committee at last meeting that it will take about \$75 to put Brook Street in proper repair and that he would object to parties being allowed to work on the streets and have credit for it on their tax, but that all work on the streets should be under the superintendence of the Street Committee.

Mr. Hobart of the Fire Committee reported that the Fire Apparatus is being repaired and will be in good order in about ten days.

Mr. McCrean of the Police Committee, reported in favor of raising the wages of the night police from \$5 to \$7 dollars per month. Action on the matter was deferred until next meeting.

On motion of Mr. Hobart, seconded by Mr. Goodwin, the Mayor was instructed to publish the order in relation to swimming in the city limits.

On motion of Mr. Goodwin, seconded by Mr. McCrean, the Fire Department was requested to report the bells at sunrise the morning of the 4th.

On motion of Mr. McCrean, seconded by Mr. Gustaf, the Council accepted the invitation of the Fire Department to come out in procession on the 4th.

On motion, adjourned.

R. D. FLETCHER, Pres.

J. BYLES, City Clerk.

Pie Nig on Benneff Hill.

PIONEER, July 5, 1867.

Lads and lasses, some four or five hundred, gathered together on Benneff Hill yesterday and enjoyed themselves to their heart's content. A very picturesque spot, situated on the hill overlooking Boyd Farm, was selected, and a handsome tower decorated with flags and emblems, bearing evidence of the patriotism of our Benneff friends. "Our Glorious Fourth" was beautifully formed of leaves upon a transparency, which, when illuminated, produced a grand effect.

A heavy shower caused considerable fluttering among the fair forms, and they sought shelter in the many dwellings and engine houses surrounding the scene of the festivities.

During the evening the banqueting hall was brilliantly illuminated, with gas supplied from the "all-glass" well. The effect was beautiful and the dance continued until a late and perfect enjoyment of all.

This happy party was only disturbed by another shower, which dispersed the assembly shortly before midnight.

The races during the day and the festivities during the evening, offered amusement for all and the affair was in every respect a perfect success. May the Fourth be always as enthusiastically celebrated in this locality.

Oil Fire in Cleveland.—Monday afternoon while the contents of a tank was being discharged from cars on the Atlantic and Great Western Railway, at the Central Way crossing, into some vessel on a platform belonging to Backus and Williams, and Alexander, Schofield & Co., a passing locomotive set fire to the oil, and the whole platform was almost instantly in flames. In a few minutes the vessels gave way, allowing their contents to pour down the hill like a river of fire, submerging and destroying every thing in the way. The railway of Backus & Williams, built at great expense to secure a fire-proof structure, located near the platform, the first object to which the "writhing flames" made way, was entirely destroyed, entailing a loss of \$30,000 upon the firm. The adjoining buildings, belonging to this firm, consisting of a treating house, still houses, two large warehouses, and a cooper shop, are included in the estimate. It is said less than 1,000 barrels of refined oil were in both of the cars, loaded with 2,400 gallons of oil, was included in the general devastation, along with a considerable portion of the railway track and the telegraph wires on each side of the road. The loss of the company will probably be about \$5,000. Alexander, Schofield & Co., and Dunham & Smith, oil refiners, lost by the fire respectively \$5,000 and \$600—making a total of \$5,600.

PAINFUL ACCIDENT.—Miss Rebecca Mills, daughter of Major Mills of the American Hotel, met with an alarming accident at a picnic place which went from this city to Holiday's Dam, on the 4th. It appears that while Miss M. and a number of the party were seated at the refreshment tables, a hollow tree which lay in the way suddenly fell over upon them. Miss Mills in attempting to escape was stuck to the ground in a moment, and the limb of the tree, and her left leg fractured in two places above the knee. Her friends ran to her assistance, but were unable by their united strength to remove the tree, and she was held firmly to the ground by its weight till an axe was procured and the tree chopped apart in two places. She was brought to the city as soon as possible, and her injuries dressed by Dr. Varian, Moody and Barr. Since then her condition has so much improved that her recovery is no longer considered doubtful.

DIED OF HIS INJURIES.—Charles Hobbs, an engineer, who was scalded by the collapsing of the boiler at the Howe well on the upper McJannet Farm on Monday last, died of his injuries on Wednesday evening.

Proceedings of the Common Council—Wednesday Evening, July 3, 1867.

Present—Messrs. Fletcher, Gustaf, Hobart, Abbott, Berman, McCrean and Goodwin.

Absent—Mr. Reed.

Minutes of last meeting read and approved.

The bill of Bryan, Dillingham & Co., \$10.05, for repairing engines, &c., was, on motion of Mr. McCrean, seconded by Mr. Goodwin, referred to the Fire Committee.

On motion of Mr. McCrean, seconded by Mr. Berman, an order for \$50 was granted to the Fire Committee for paying Brown's Silver Cornet Band for services on July 4th, 1867.

The following bills were ordered paid:

George Gustaf, \$29, for services as Clerk of Election, March 15th, 1867, and for work on bridge over Hammond Run.

A. McDonald, \$30, for work on Pine, Monroe and Brook streets.

B. C. & C. S. Clark, \$3.30, for two quarts of Sweet Oil.

John Benz, \$3, for doing plow and scaper.

A. Good, Myers & Pusey, \$29.65, for work for Fire Department.

L. F. Porter, \$4, for two days work on highway.

George McGilby, \$7, for three days work on highway.

George Moody, \$21.50, for work with team on highway.

T. Miller, \$16, for eight days work on highway.

R. L. Holst, \$11.75, for money paid for use of Fire Department.

L. F. Porter, \$4, for two days work on highway.

J. K. Weber, \$1.40, for filing saws.

S. P. Scoville, \$3, for eleven and a half days assisting property, and for book, paper, &c.

L. P. Scoville, \$9, for saving as Judge of Election in 1866, and Inspector in 1867.

A communication from H. H. Hunt, agent, was read, complaining of a nuisance in the rear of the wooden building adjoining Cornish Hall, and asking that said nuisance be abated.

On motion of Mr. McCrean, seconded by Mr. Abbott, the communication was ordered placed on file, and the matter referred to the Chief of Police with instructions to have the nuisance abated forthwith.

Mr. Goodwin of the Street Committee reported that they have finished Brook Street and are now at work on Pine Street. He also reported on the petition referred to the Street Committee at last meeting that it will take about \$75 to put Brook Street in proper repair and that he would object to parties being allowed to work on the streets and have credit for it on their tax, but that all work on the streets should be under the superintendence of the Street Committee.

Mr. Hobart of the Fire Committee reported that the Fire Apparatus is being repaired and will be in good order in about ten days.

Mr. McCrean of the Police Committee, reported in favor of raising the wages of the night police from \$5 to \$7 dollars per month. Action on the matter was deferred until next meeting.

On motion of Mr. Hobart, seconded by Mr. Goodwin, the Mayor was instructed to publish the order in relation to swimming in the city limits.

On motion of Mr. Goodwin, seconded by Mr. McCrean, the Fire Department was requested to report the bells at sunrise the morning of the 4th.

On motion of Mr. McCrean, seconded by Mr. Gustaf, the Council accepted the invitation of the Fire Department to come out in procession on the 4th.

On motion, adjourned.

R. D. FLETCHER, Pres.

J. BYLES, City Clerk.

Pie Nig on Benneff Hill.

PIONEER, July 5, 1867.

Lads and lasses, some four or five hundred, gathered together on Benneff Hill yesterday and enjoyed themselves to their heart's content. A very picturesque spot, situated on the hill overlooking Boyd Farm, was selected, and a handsome tower decorated with flags and emblems, bearing evidence of the patriotism of our Benneff friends. "Our Glorious Fourth" was beautifully formed of leaves upon a transparency, which, when illuminated, produced a grand effect.

A heavy shower caused considerable fluttering among the fair forms, and they sought shelter in the many dwellings and engine houses surrounding the scene of the festivities.

During the evening the banqueting hall was brilliantly illuminated, with gas supplied from the "all-glass" well. The effect was beautiful and the dance continued until a late and perfect enjoyment of all.

This happy party was only disturbed by another shower, which dispersed the assembly shortly before midnight.

The races during the day and the festivities during the evening, offered amusement for all and the affair was in every respect a perfect success. May the Fourth be always as enthusiastically celebrated in this locality.

Oil Fire in Cleveland.—Monday afternoon while the contents of a tank was being discharged from cars on the Atlantic and Great Western Railway, at the Central Way crossing, into some vessel on a platform belonging to Backus and Williams, and Alexander, Schofield & Co., a passing locomotive set fire to the oil, and the whole platform was almost instantly in flames. In a few minutes the vessels gave way, allowing their contents to pour down the hill like a river of fire, submerging and destroying every thing in the way. The railway of Backus & Williams, built at great expense to secure a fire-proof structure, located near the platform, the first object to which the "writhing flames" made way, was entirely destroyed, entailing a loss of \$30,000 upon the firm. The adjoining buildings, belonging to this firm, consisting of a treating house, still houses, two large warehouses, and a cooper shop, are included in the estimate. It is said less than 1,000 barrels of refined oil were in both of the cars, loaded with 2,400 gallons of oil, was included in the general devastation, along with a considerable portion of the railway track and the telegraph wires on each side of the road. The loss of the company will probably be about \$5,000. Alexander, Schofield & Co., and Dunham & Smith, oil refiners, lost by the fire respectively \$5,000 and \$600—making a total of \$5,600.

PAINFUL ACCIDENT.—Miss Rebecca Mills, daughter of Major Mills of the American Hotel, met with an alarming accident at a picnic place which went from this city to Holiday's Dam, on the 4th. It appears that while Miss M. and a number of the party were seated at the refreshment tables, a hollow tree which lay in the way suddenly fell over upon them. Miss Mills in attempting to escape was stuck to the ground in a moment, and the limb of the tree, and her left leg fractured in two places above the knee. Her friends ran to her assistance, but were unable by their united strength to remove the tree, and she was held firmly to the ground by its weight till an axe was procured and the tree chopped apart in two places. She was brought to the city as soon as possible, and her injuries dressed by Dr. Varian, Moody and Barr. Since then her condition has so much improved that her recovery is no longer considered doubtful.

DIED OF HIS INJURIES.—Charles Hobbs, an engineer, who was scalded by the collapsing of the boiler at the Howe well on the upper McJannet Farm on Monday last, died of his injuries on Wednesday evening.

THE ADVANCE IN FREIGHT ON PETROLEUM.

The recent advance in freight on oil to New York, has caused considerable inquiry as to its object and effect. Producing oil has for a long time been unprofitable from several causes, but no one cause is more detrimental than the continual change in tariff, (with the exception of the supply and production exceeding the demand.) All feeling has existed from the belief on the part of the producers, that the railroads have taken undue advantage and fearfully raised the rates at a time when the exigencies of the business seemed to require or demand a concession. Competition is the life of business and the advantages of localities developed by enterprise and energy. Whether Cleveland, Pittsburg, New York or Philadelphia is the natural outlet for petroleum we will not discuss—but any corporate combination or monopoly using its influence purely for the purpose of excessive profit and to the benefit of a few and to the disadvantage of the business men and the public generally, is a question debatable.

Who thus is benefited by this recent advance? The railroads competing have been the New York Central, New York & Erie, Pennsylvania Central and a corporation belonging to the latter Co. named the Empire Line, a company having greater advantages, better contracts, and consequently is a greater fraud upon the stockholders of the railroads over which this company convey their freight, than any other transit company, making their dividends out of what should be and is the rightful earnings of the railroads. It is the duty of the officers of these various companies to study the interests of the roads they represent. For that purpose they are paid and for that purpose they are appointed to these positions of trust and importance.

If the officers of the Pennsylvania Railroad can exert an influence that will cause high tariffs to be exacted by the New York railroad companies, this gives advantage to Pittsburg and directly benefits the Pennsylvania Central interests, and just as much as this Pennsylvania Central interest can persuade the other roads to advance freight (no matter under what pretext or subterfuge), above the actual freight paid by the Empire Line, so much is it to the advantage of that monopoly. An example—Major Williams, of the Miller Farm Refinery, had a broad-gauge car loaded with refined oil when he received notice of the advance; he immediately unloaded it and reloaded the oil into an Empire car, forwarded the same to New York at the old price, and has continued to ship at that same old rate by the Empire Line ever since. Who was benefited? The A. & G. W. R. and N. Y. & Erie Railroad. Many other examples could be given.

With the present price of oil in New York, it is impossible to pay one dollar a barrel at the wells and get even the return of your money. The broad-gauge interest may allow their business to be thus sacrificed; a monopoly may continue to hoard their oil; gigaotic minds may control them for a while, but a business as important as petroleum cannot and will not long be subject to such conflagrations.

Therefore, whether it is simply to manage a corner in refined oil in Philadelphia, or whether it affects the large contracts to be delivered the coming month, or if only a money making scheme to last but a short time; the advance of upward of one hundred dollars a car from Corry to New York by broad-gauge and N. Y. Central roads, the withdrawal of the pipe, drawbacks from Messrs. Harley & Co., the fact that no advance has taken place in the Empire Line freight and whatever advance they thought fit to make would be actual profits to that company, and we consider that a greater incentive to shipper and producer was never perpetrated, and the A. & G. W. & N. Y. & Erie railroads will soon find themselves without business, unpopular, the victims of a gigantic monopoly whose only object is to control all interests in themselves.

To-day Corry boasts a population larger than Titusville, and equal to Meadville, and stands next to Erie in rank among the communities of Northwestern Pennsylvania.—Erie Observer.

Corry "boasts" of a good many things she hasn't got. She boasts of a daily paper a few months ago, when she had much better have boasted it, for it soon died for want of patronage. Her population never equalled that of Titusville, and commercially speaking more business is transacted here in one week than in Corry in two. But Corry is growing rapidly now and if Erie does not soon crush the Union Railroad, she will have to look to her laurels.

THE ADVANCE IN FREIGHT ON PETROLEUM.

The recent advance in freight on oil to New York, has caused considerable inquiry as to its object and effect. Producing oil has for a long time been unprofitable from several causes, but no one cause is more detrimental than the continual change in tariff, (with the exception of the supply and production exceeding the demand.) All feeling has existed from the belief on the part of the producers, that the railroads have taken undue advantage and fearfully raised the rates at a time when the exigencies of the business seemed to require or demand a concession. Competition is the life of business and the advantages of localities developed by enterprise and energy. Whether Cleveland, Pittsburg, New York or Philadelphia is the natural outlet for petroleum we will not discuss—but any corporate combination or monopoly using its influence purely for the purpose of excessive profit and to the benefit of a few and to the disadvantage of the business men and the public generally, is a question debatable.

Who thus is benefited by this recent advance? The railroads competing have been the New York Central, New York & Erie, Pennsylvania Central and a corporation belonging to the latter Co. named the Empire Line, a company having greater advantages, better contracts, and consequently is a greater fraud upon the stockholders of the railroads over which this company convey their freight, than any other transit company, making their dividends out of what should be and is the rightful earnings of the railroads. It is the duty of the officers of these various companies to study the interests of the roads they represent. For that purpose they are paid and for that purpose they are appointed to these positions of trust and importance.

If the officers of the Pennsylvania Railroad can exert an influence that will cause high tariffs to be exacted by the New York railroad companies, this gives advantage to Pittsburg and directly benefits the Pennsylvania Central interests, and just as much as this Pennsylvania Central interest can persuade the other roads to advance freight (no matter under what pretext or subterfuge), above the actual freight paid by the Empire Line, so much is it to the advantage of that monopoly. An example—Major Williams, of the Miller Farm Refinery, had a broad-gauge car loaded with refined oil when he received notice of the advance; he immediately unloaded it and reloaded the oil into an Empire car, forwarded the same to New York at the old price, and has continued to ship at that same old rate by the Empire Line ever since. Who was benefited? The A. & G. W. R. and N. Y. & Erie Railroad. Many other examples could be given.

With the present price of oil in New York, it is impossible to pay one dollar a barrel at the wells and get even the return of your money. The broad-gauge interest may allow their business to be thus sacrificed; a monopoly may continue to hoard their oil; gigaotic minds may control them for a while, but a business as important as petroleum cannot and will not long be subject to such conflagrations.

Therefore, whether it is simply to manage a corner in refined oil in Philadelphia, or whether it affects the large contracts to be delivered the coming month, or if only a money making scheme to last but a short time; the advance of upward of one hundred dollars a car from Corry to New York by broad-gauge and N. Y. Central roads, the withdrawal of the pipe, drawbacks from Messrs. Harley & Co., the fact that no advance has taken place in the Empire Line freight and whatever advance they thought fit to make would be actual profits to that company, and we consider that a greater incentive to shipper and producer was never perpetrated, and the A. & G. W. & N. Y. & Erie railroads will soon find themselves without business, unpopular, the victims of a gigantic monopoly whose only object is to control all interests in themselves.

To-day Corry boasts a population larger than Titusville, and equal to Meadville, and stands next to Erie in rank among the communities of Northwestern Pennsylvania.—Erie Observer.

Corry "boasts" of a good many things she hasn't got. She boasts of a daily paper a few months ago, when she had much better have boasted it, for it soon died for want of patronage. Her population never equalled that of Titusville, and commercially speaking more business is transacted here in one week than in Corry in two. But Corry is growing rapidly now and if Erie does not soon crush the Union Railroad, she will have to look to her laurels.

THE ADVANCE IN FREIGHT ON PETROLEUM.

The recent advance in freight on oil to New York, has caused considerable inquiry as to its object and effect. Producing oil has for a long time been unprofitable from several causes, but no one cause is more detrimental than the continual change in tariff, (with the exception of the supply and production exceeding the demand.) All feeling has existed from the belief on the part of the producers, that the railroads have taken undue advantage and fearfully raised the rates at a time when the exigencies of the business seemed to require or demand a concession. Competition is the life of business and the advantages of localities developed by enterprise and energy. Whether Cleveland, Pittsburg, New York or Philadelphia is the natural outlet for petroleum we will not discuss—but any corporate combination or monopoly using its influence purely for the purpose of excessive profit and to the benefit of a few and to the disadvantage of the business men and the public generally, is a question debatable.

Who thus is benefited by this recent advance? The railroads competing have been the New York Central, New York & Erie, Pennsylvania Central and a corporation belonging to the latter Co. named the Empire Line, a company having greater advantages, better contracts, and consequently is a greater fraud upon the stockholders of the railroads over which this company convey their freight, than any other transit company, making their dividends out of what should be and is the rightful earnings of the railroads. It is the duty of the officers of these various companies to study the interests of the roads they represent. For that purpose they are paid and for that purpose they are appointed to these positions of trust and importance.

If the officers of the Pennsylvania Railroad can exert an influence that will cause high tariffs to be exacted by the New York railroad companies, this gives advantage to Pittsburg and directly benefits the Pennsylvania Central interests, and just as much as this Pennsylvania Central interest can persuade the other roads to advance freight (no matter under what pretext or subterfuge), above the actual freight paid by the Empire Line, so much is it to the advantage of that monopoly. An example—Major Williams, of the Miller Farm Refinery, had a broad-gauge car loaded with refined oil when he received notice of the advance; he immediately unloaded it and reloaded the oil into an Empire car, forwarded the same to New York at the old price, and has continued to ship at that same old rate by the Empire Line ever since. Who was benefited? The A. & G. W. R. and N. Y. & Erie Railroad. Many other examples could be given.

With the present price of oil in New York, it is impossible to pay one dollar a barrel at the wells and get even the return of your money. The broad-gauge interest may allow their business to be thus sacrificed; a monopoly may continue to hoard their oil; gigaotic minds may control them for a while, but a business as important as petroleum cannot and will not long be subject to such conflagrations.

Therefore, whether it is simply to manage a corner in refined oil in Philadelphia, or whether it affects the large contracts to be delivered the coming month, or if only a money making scheme to last but a short time; the advance of upward of one hundred dollars a car from Corry to New York by broad-gauge and N. Y. Central roads, the withdrawal of the pipe, drawbacks from Messrs. Harley & Co., the fact that no advance has taken place in the Empire Line freight and whatever advance they thought fit to make would be actual profits to that company, and we consider that a greater incentive to shipper and producer was never perpetrated, and the A. & G. W. & N. Y. & Erie railroads will soon find themselves without business, unpopular, the victims of a gigantic monopoly whose only object is to control all interests in themselves.

To-day Corry boasts a population larger than Titusville, and equal to Meadville, and stands next to Erie in rank among the communities of Northwestern Pennsylvania.—Erie Observer.

Corry "boasts" of a good many things she hasn't got. She boasts of a daily paper a few months ago, when she had much better have boasted it, for it soon died for want of patronage. Her population never equalled that of Titusville, and commercially speaking more business is transacted here in one week than in Corry in two. But Corry is growing rapidly now and if Erie does not soon crush the Union Railroad, she will have to look to her laurels.

THE ADVANCE IN FREIGHT ON PETROLEUM.

The recent advance in freight on oil to New York, has caused considerable inquiry as to its object and effect. Producing oil has for a long time been unprofitable from several causes, but no one cause is more detrimental than the continual change in tariff, (with the exception of the supply and production exceeding the demand.) All feeling has existed from the belief on the part of the producers, that the railroads have taken undue advantage and fearfully raised the rates at a time when the exigencies of the business seemed to require or demand a concession. Competition is the life of business and the advantages of localities developed by enterprise and energy. Whether Cleveland, Pittsburg, New York or Philadelphia is the natural outlet for petroleum we will not discuss—but any corporate combination or monopoly using its influence purely for the purpose of excessive profit and to the benefit of a few and to the disadvantage of the business men and the public generally, is a question debatable.

Who thus is benefited by this recent advance? The railroads competing have been the New York Central, New York & Erie, Pennsylvania Central and a corporation belonging to the latter Co. named the Empire Line, a company having greater advantages, better contracts, and consequently is a greater fraud upon the stockholders of the railroads over which this company convey their freight, than any other transit company, making their dividends out of what should be and is the rightful earnings of the railroads. It is the duty of the officers of these various companies to study the interests of the roads they represent. For that purpose they are paid and for that purpose they are appointed to these positions of trust and importance.

If the officers of the Pennsylvania Railroad can exert an influence that will cause high tariffs to be exacted by the New York railroad companies, this gives advantage to Pittsburg and directly benefits the Pennsylvania Central interests, and just as much as this Pennsylvania Central interest can persuade the other roads to advance freight (no matter under what pretext or subterfuge), above the actual freight paid by the Empire Line, so much is it to the advantage of that monopoly. An example—Major Williams, of the Miller Farm Refinery, had a broad-gauge car loaded with refined oil when he received notice of the advance; he immediately unloaded it and reloaded the oil into an Empire car, forwarded the same to New York at the old price, and has continued to ship at that same old rate by the Empire Line ever since. Who was benefited? The A. & G. W. R. and N. Y. & Erie Railroad. Many other examples could be given.

With the present price of oil in New York, it is impossible to pay one dollar a barrel at the wells and get even the return of your money. The broad-gauge interest may allow their business to be thus sacrificed; a monopoly may continue to hoard their oil; gigaotic minds may control them for a while, but a business as important as petroleum cannot and will not long be subject to such conflagrations.

Therefore, whether it is simply to manage a corner in refined oil in Philadelphia, or whether it affects the large contracts to be delivered the coming month, or if only a money making scheme to last but a short time; the advance of upward of one hundred dollars a car from Corry to New York by broad-gauge and N. Y. Central roads, the withdrawal of the pipe, drawbacks from Messrs. Harley & Co., the fact that no advance has taken place in the Empire Line freight and whatever advance they thought fit to make would be actual profits to that company, and we consider that a greater incentive to shipper and producer was never perpetrated, and the A. & G. W. & N. Y. & Erie railroads will soon find themselves without business, unpopular, the victims of a gigantic monopoly whose only object is to control all interests in themselves.

To-day Corry boasts a population larger than Titusville, and equal to Meadville, and stands next to Erie in rank among the communities of Northwestern Pennsylvania.—Erie Observer.

Corry "boasts" of a good many things she hasn't got. She boasts of a daily paper a few months ago, when she had much better have boasted it, for it soon died for want of patronage. Her population never equalled that of Titusville, and commercially speaking more business is transacted here in one week than in Corry in two. But Corry is growing rapidly now and if Erie does not soon crush the Union Railroad, she will have to look to her laurels.

THE ADVANCE IN FREIGHT ON PETROLEUM.

The recent advance in freight on oil to New York, has caused considerable inquiry as to its object and effect. Producing oil has for a long time been unprofitable from several causes, but no one cause is more detrimental than the continual change in tariff, (with the exception of the supply and production exceeding the demand.) All feeling has existed from the belief on the part of the producers, that the railroads have taken undue advantage and fearfully raised the rates at a time when the exigencies of the business seemed to require or demand a concession. Competition is the life of business and the advantages of localities developed by enterprise and energy. Whether Cleveland, Pittsburg, New York or Philadelphia is the natural outlet for petroleum we will not discuss—but any corporate combination or monopoly using its influence purely for the purpose of excessive profit and to the benefit of a few and to the disadvantage of the business men and the public generally, is a question debatable.

Who thus is benefited by this recent advance? The railroads competing have been the New York Central, New York & Erie, Pennsylvania Central and a corporation belonging to the latter Co. named the Empire Line, a company having greater advantages, better contracts, and consequently is a greater fraud upon the stockholders of the railroads over which this company convey their freight, than any other transit company, making their dividends out of what should be and is the rightful earnings of the railroads. It is the duty of the officers of these various companies to study the interests of the roads they represent. For that purpose they are paid and for that purpose they are appointed to these positions of trust and importance.

If the officers of the Pennsylvania Railroad can exert an influence that will cause high tariffs to be exacted by the New York railroad companies, this gives advantage to Pittsburg and directly benefits the Pennsylvania Central interests, and just as much as this Pennsylvania Central interest can persuade the other roads to advance freight (no matter under what pretext or subterfuge), above the actual freight paid by the Empire Line, so much is it to the advantage of that monopoly. An example—Major Williams, of the Miller Farm Refinery, had a broad-gauge car loaded with refined oil when he received notice of the advance; he immediately unloaded it and reloaded the oil into an Empire car, forwarded the same to New York at the old price, and has continued to ship at that same old rate by the Empire Line ever since. Who was benefited? The A. & G. W. R. and N. Y. & Erie Railroad. Many other examples could be given.

With the present price of oil in New York, it is impossible to pay one dollar a barrel at the wells and get even the return of your money. The broad-gauge interest may allow their business to be thus sacrificed; a monopoly may continue to hoard their oil; gigaotic minds may control them for a while, but a business as important as petroleum cannot and will not long be subject to such conflagrations.

Therefore, whether it is simply to manage a corner in refined oil in Philadelphia, or whether it affects the large contracts to be delivered the coming month, or if only a money making scheme to last but a short time; the advance of upward of one hundred dollars a car from Corry to New York by broad-gauge and N. Y. Central roads, the withdrawal of the pipe, drawbacks from Messrs. Harley & Co., the fact that no advance has taken place in the Empire Line freight and whatever advance they thought fit to make would be actual profits to that company, and we consider that a greater incentive to shipper and producer was never perpetrated, and the A. & G. W. & N. Y. & Erie railroads will soon find themselves without business, unpopular, the victims of a gigantic monopoly whose only object is to control all interests in themselves.

To-day Corry boasts a population larger than Titusville, and equal to Meadville, and stands next to Erie in rank among the communities of Northwestern Pennsylvania.—Erie Observer.

Corry "boasts" of a good many things she hasn't got. She boasts of a daily paper a few months ago, when she had much better have boasted it, for it soon died for want of patronage. Her population never equalled that of Titusville, and commercially speaking more business is transacted here in one week than in Corry in two. But Corry is growing rapidly now and if Erie does not soon crush the Union Railroad, she will have to look to her laurels.

THE ADVANCE IN FREIGHT ON PETROLEUM.

The recent advance in freight on oil to New York, has caused considerable inquiry as to its object and effect. Producing oil has for a long time been unprofitable from several causes, but no one cause is more detrimental than the continual change in tariff, (with the exception of the supply and production exceeding the demand.) All feeling has existed from the belief on the part of the producers, that the railroads have taken undue advantage and fearfully raised the rates at a time when the exigencies of the business seemed to require or demand a concession. Competition is the life of business and the advantages of localities developed by enterprise and energy. Whether Cleveland, Pittsburg, New York or Philadelphia is the natural outlet for petroleum we will not discuss—but any corporate combination or monopoly using its influence purely for the purpose of excessive profit and to the benefit of a few and to the disadvantage of the business men and the public generally, is a question debatable.

Who thus is benefited by this recent advance? The railroads competing have been the New York Central, New York & Erie, Pennsylvania Central and a corporation belonging to the latter Co. named the Empire Line, a company having greater advantages, better contracts, and consequently is a greater fraud upon the stockholders of the railroads over which this company convey their freight, than any other transit company, making their dividends out of what should be and is the rightful earnings of the railroads. It is the duty of the officers of these various companies to study the interests of the roads they represent. For that purpose they are paid and for that purpose they are appointed to these positions of trust and importance.

If the officers of the Pennsylvania Railroad can exert an influence that will cause high tariffs to be exacted by the New York railroad companies, this gives advantage to Pittsburg and directly benefits the Pennsylvania Central interests, and just as much as this Pennsylvania Central interest can persuade the other roads to advance freight (no matter under what pretext or subterfuge), above the actual freight paid by the Empire Line, so much is it to the advantage of that monopoly. An example—Major Williams, of the Miller Farm Refinery, had a broad-gauge car loaded with refined oil when he received notice of the advance; he immediately unloaded it and reloaded the oil into an Empire car, forwarded the same to New York at the old price, and has continued to ship at that same old rate by the Empire Line ever since. Who was benefited? The A. & G. W. R. and N. Y. & Erie Railroad. Many other examples could be given.

With the present price of oil in New York, it is impossible to pay one dollar a barrel at the wells and get even the return of your money. The broad-gauge interest may allow their business to be thus sacrificed; a monopoly may continue to hoard their oil; gigaotic minds may control them for a while, but a business as important as petroleum cannot and will not long be subject to such conflagrations.

Therefore, whether it is simply to manage a corner in refined oil in Philadelphia, or whether it affects the large contracts to be delivered the coming month, or if only a money making scheme to last but a short time; the advance of upward of one hundred dollars a car from Corry to New York by broad-gauge and N. Y. Central roads, the withdrawal of the pipe, drawbacks from Messrs. Harley & Co., the fact that no advance has taken place in the Empire Line freight and whatever advance they thought fit to make would be actual profits to that company, and we consider that a greater incentive to shipper and producer was never perpetrated, and the A. & G. W. & N. Y. & Erie railroads will soon find themselves without business, unpopular, the victims of a gigantic monopoly whose only object is to control all interests in themselves.

To-day Corry boasts a population larger than Titusville, and equal to Meadville, and stands next to Erie in rank among the communities of Northwestern Pennsylvania.—Erie Observer.

Corry "boasts" of a good many things she hasn't got. She boasts of a daily paper a few months ago, when she had much better have boasted it, for it soon died for want of patronage. Her population never equalled that of Titusville, and commercially speaking more business is transacted here in one week than in Corry in two. But Corry is growing rapidly now and if Erie does not soon crush the Union Railroad, she will have to look to her laurels.

THE ADVANCE IN FREIGHT ON PETROLEUM.

The recent advance in freight on oil to New York, has caused considerable inquiry as to its object and effect. Producing oil has for a long time been unprofitable from several causes, but no one cause is more detrimental than the continual change in tariff, (with the exception of the supply and production exceeding the demand.) All feeling has existed from the belief on the part of the producers, that the railroads have taken undue advantage and fearfully raised the rates at a time when the exigencies of the business seemed to require or demand a concession. Competition is the life of business and the advantages of localities developed by enterprise and energy. Whether Cleveland, Pittsburg, New York or Philadelphia is the natural outlet for petroleum we will not discuss—but any corporate combination or monopoly using its influence purely for the purpose of excessive profit and to the benefit of a few and to the disadvantage of the business men and the public generally, is a question debatable.

Who thus is benefited by this recent advance? The railroads competing have been the New York Central, New York & Erie, Pennsylvania Central and a corporation belonging to the latter Co. named the Empire Line, a company having greater advantages, better contracts, and consequently is a greater fraud upon the stockholders of the railroads over which this company convey their freight, than any other transit company, making their dividends out of what should be and is the rightful earnings of the railroads. It is the duty of the officers of these various companies to study the interests of the roads they represent. For that purpose they are paid and for that purpose they are appointed to these positions of trust and importance.

If the officers of the Pennsylvania Railroad can exert an influence that will cause high tariffs to be exacted by the New York railroad companies, this gives advantage to Pittsburg and directly benefits the Pennsylvania Central interests, and just as much as this Pennsylvania Central interest can persuade the other roads to advance freight (no matter under what pretext or subterf